of future tax alone. Lastly, the Member submitted that the proposed transfer of the revenue jurisdiction of the Panavalli and Pallipuram *pakuthies* would be very inconvenient, if carried out.

Dewan's reply.—I find that the canals you have referred to will not be very costly. I do not see why the works have not been undertaken till now. They could have been taken up and executed one by one. The cost is only Rs. 3,000 or 4,000 in each case. I shall ask the Chief Engineer to start and complete two of these drainage canals next year. I am sure that it will give you considerable relief from the submersion you are suffering from.

In regard to *poramboke*, I have already said that, in the case of *bona fide* occupations which are not objectionable, the encroachments should not be dealt with harshly, and that the trees should be registered in the names of the occupants, and that even back assessment should not be realised for any period beyond five years. The Peishkar of your Division, Mr. C. Govinda Pillai, is inspecting these encroachments with great earnestness, and I am sure that he will inspect the encroachments near Vaikam and dispose of them in a just and proper manner. The question of transfer of the revenue jurisdiction of the Panavalli and Pallipuram *pakuthies* has not been finally settled.

78. Means of communication in the Kottayam Taluk.

Mr. C. A. Thomas B. A. (Member, Kottayam Taluk) explained the importance of Kottayam as a flourishing trading town and pointed out that traffic by water across the Vembanad lake was often dangerous. He therefore urged the necessity for the opening of a cart road directly connecting Alleppey with Kottayam along the area covered by the third period of the Vembanad Reclamation Scheme, which, he said, would be the shortest cut between these two places and would afford ample scope for the development of the trade of Kottayam when the Cochin Harbour was completed. The Member then suggested the construction of a bridge at the Illikkal crossing and thence a line of road about 4 miles long *via* Tiruvarpu to *Muthen's konu* where it would meet the Third Period Reclamation, and proposed that a small portion of about 2 miles' distance be left as backwater as at present. The establishment of a ferry at this portion of the backwater and the construction of a road from the Alleppey shore to the mainland were also urged. As a return for the expenditure involved in the scheme, Government might after the completion of the road even levy a toll on the merchants who used it. He next represented the need for early steps being taken to raise the Kottayam-Kumarakam road, as without raising it any amount of money spent on repairs to the road would be a mere waste. Thirdly, the Member prayed for the extension of the Aimanam-Parippu road from Kodakampadi to Kallumkaltara for about a mile and also for the conversion into a cart road of that portion of the road from the Nagampadam bridge *via* Chengalkattukunnu where there was a trace or a foot-path at present. He also wanted the existing foot-bridge across the Chengalam temple to be removed and re-located at Marutana *kadavu* for the convenience of the depressed classes. Lastly, he referred to the Vakattanam-Nalumnakkal canal. This was the only channel of drainage for the neighbouring hills of Kurumpanadam, Nedumkunnam and other places comprising an area of 70 square miles. It was both narrow and shallow in some places. It received the flow of no less than 50 smaller channels at the base, but owing to the zigzag nature of its course, the flood water that found its way into the canal took a long time to reach its destination, very often breaching the bunds of paddy fields on its banks and inundating the whole cultivated area. This difficulty had been brought to the notice of Government on various occasions. The Chalakkal canal scheme was undertaken by Government as a solution for the difficulty, but subsequently abandoned in view of its prohibitive cost. A better solution of the difficulty was the construction of a canal at the 90th mile of the M. C. road, directly connecting the Vakattanam-Nalumnakkal canal with Mulakanchira canal which would cover only a total distance of 3,000 feet, of which 1,000 feet consisted of paddy lands and 1,000 feet of ordinary lands, while

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the remaining portion had already a narrow canal, 30 links in width. He quoted Dr. Kunjan Pillai's opinion recorded after personal inspection of the locality that in order to remove the evil effects of the salt water flowing into the canal from the Vembanad lake, year after year, the only practical remedy was the making of an outlet or canal to bring in fresh water to the fields affected.

Dewan's reply.—In regard to your first suggestion, viz., the construction of a road from Kottayam to Alleppey, it is a very big proposition. The cost may go up to 30 or 40 lakhs of rupees and it is premature to say how the road should be aligned. But I may tell you that orders have been issued already that, when the third period lands in the Vembanad lake are sold in auction, a reservation should be made that the outer boundary of that block should be of the width of 40 feet, so as to facilitate the construction of a road on its top.

You refer to the Kottayam-Kumarakam road. That road has already cost us over Rs. 20,000. The extension of the road to the school has caused a further sum of Rs. 2,000. You want that road to be raised by two feet. That again is a big proposition. I shall, however, ask the Chief Engineer to prepare an estimate.

As regards the Aimanam-Parippu road, you had better show it to me when I go to Kottayam next. You want it to be converted into a cart road. That will cost a lot of money.

In regard to the canal, I find that the estimate for the work came to about Rs. 40,000; the Government said that the people to be benefited by the canal should contribute to it; they refused, and the matter had to be dropped. Nevertheless, the Executive Engineer says that he is investigating the question of reconstruction of the canal, and his report is awaited. The Peishkar also says that the extent of the utility of the canal has to be investigated.

As regards the bridge you refer to, you may show that also to me when I tour in that direction.

79. Certain urgent needs of the town of Kottayam.

Mr. E. N. Eipe (Member, Trading Classes, Kottayam) deplored the want of important public buildings in Kottayam. The District Hospital was located in a building which was originally intended as the residential quarters of a European, with 5 or 6 rooms. This building had not been improved in any appreciable degree to suit the requirements of a hospital. Owing to lack of accommodation, cooly patients coming from Mundakayam, Peermade, etc., could not receive accommodation, and they died almost at the gates of the hospital. There were only 3 in-pa ient rooms in the hospital building (2 for males and 1 for females). A suitable building on up-to-date lines was a sore necessity and should be constructed at an early date. The Tirunakkara market had outgrown its present accommodation. Government derived an annual income of about Rs. 4,000 from the market and it was highly necessary to extend its area. If this was difficult owing to the present lay of the market, it would afford some relief if permission could be given to vend articles on both sides of the road leading towards the Cutcherry landing, which might be easily widened. Thirdly, the Member spoke on the inconveniences experienced owing to the present diffused nature of the location of public offices in the town. The desirability of locating all the offices within the premises of the present District Court was known to the Government.

Lastly, the Member prayed that Pallikonam *thodu* newly cut and almost completed should be connected with the Aruttuvetti canal by a new *thodu* which would be of benefit to the ryots, as it enabled them to obtain manure for their fields. The rush of water in the new *thodu* from the river, however, caused sudden floods, to the great inconvenience of the people residing around the Pallikonam *padom*, and hence, on the completion of this canal and the bridge, it was essential to connect it with the Aruttuvetti canal. The preposed connection would pass through mostly *poramboke* land and would not cost Government much by

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